

# China Mail.

Established February, 1845.

VOL. XLIV. No. 7656.

號六月三日一千八百八十八年正月六日

HONGKONG, TUESDAY, MARCH 6, 1888.

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAN, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & CO., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C. BATES & CO., 37, Wallbrook, E.C. SAMUEL DRAGON & CO., 15th & 15th, Leadenhall Street, E.C. W. M. WILSON, 15th, Cannon Street, E.C. PARIS AND EUROPE.—AMELIE PRINCE & CO., 26, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally.—BROWN & BLACK, San Francisco. AUSTRIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney. CEYLON.—W. M. SMITH & CO., The APOTHECAIERS CO., Colombo. SINGAPORE, STRAITS, &c.—SAVAGE & CO., Square, Singapore. C. HEINSEHN & CO., Manila. CHINA.—MACAO, F. A. DE CHUZ, S. D. QUIGLEY & CO., Amoy, N. MOALE, Macao, HEDGES & CO., Shanghai. LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

## BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$7,500,000 Reserve Fund.....\$3,900,000 Reserve Liability of Pro. \$7,500,000

PROVISIONS.....\$7,500,000

COURT OF DIRECTORS.  
Chairman—Hon. JOHN BELL LIVING.  
Deputy Chairman—W. H. FORBES, Esq.

O. D. BOTTOMLEY, Hon. A. P. McEWEN,  
Esq. S. C. MICHAELSEN,  
W. G. BRODIE, Esq. H. L. DALMATTI,  
Esq. J. S. MOSES, Esq.  
L. LORENZEN, Esq.  
H. HOPKINS, Esq. B. A. SOLOMON, Esq.  
B. LAYTON, Esq.

CHIEF MANAGER.  
Hongkong, THOMAS JACKSON, Esq.

MANAGER.  
Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.  
INTEREST ALLOWED.  
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

ON Fixed Deposits.—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.  
Hongkong, January 25, 1888. 369

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1. The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays 10 to 1.

2. Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3. Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4. Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5. Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6. Correspondence as to the business of the Bank is marked On Hongkong Savings' Bank Business is forwarded from the various British Post Offices in Hongkong and China.

7. Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the  
HONGKONG & SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.  
Hongkong, September 1, 1888. 754

NOTICE.

M. R. M. GROTE has THIS DAY been Admitted a PARTNER in our Firm.

CHATER & VERNON.

Hongkong, January 1, 1888. 5

NOTICE.

I HAVE this Day admitted to PARTNERSHIP Mr. G. D. SCOTT. The Firm will henceforth be known as 'LIGHTWOOD & SCOTT,' SHARPE AND GENERAL BROKERS.

HY. H. LIGHTWOOD.

Hongkong, January 1, 1888. 392

NOTICE.

BUDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

ERNEST J. EITEL, P.R.D., TUNING.

THIRD EDITION,  
REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & CO.

Hongkong, August 20, 1888. 1455

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Hongkong, August 20, 1888. 1455

## Intimations.

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE Fourth Ordinary General MEETING of SHAREHOLDERS will be held at the Office of the Company, Praya Central, on TUESDAY, 13th March; at 3 o'Clock in the Afternoon, for the purpose of receiving the Report of the General Managers, and electing a Consulting Committee and Auditors.

RUSSELL & CO., General Managers.

Hongkong, March 5, 1888. 372

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE First Ordinary Annual MEETING of the SHAREHOLDERS will be held in the Office of the Company, Pedder's Street, THURSDAY, the 8th day of March next, at Noon, to receive the Report of the Directors, with a Statement of Accounts to 31st December, 1887.

The Transfer BOOKS of the Company will be CLOSED from the 23rd Instant to 8th Proximo, both days inclusive.

By Order of the Board,

ISAAC HUGHES, Secretary.

Hongkong, February 18, 1888. 261

CANTON INSURANCE OFFICE, LIMITED.

ADJUSTMENT OF BONUS for the YEAR 1887.

CONTRIBUTORS to the above OFFICE are requested to furnish the Under-signed with a List of their Contributions for the year ending 31st December, 1887, in Order that the DISTRIBUTION of BONUS may be arranged. Returns not rendered prior to the 31st day of MARCH INSTANT, will be adjusted by the OFFICE, and no Claims or Alterations will be subsequently admitted.

J. COOK, Proprietor.

HAVE NOW RECEIVED THEIR NEW STOCK OF

FELT HATS AND RACE SCARVES.

SADDLERY

AND

RACING SUNDRIES, of all kinds.

LANE, CRAWFORD & CO.

Hongkong, February 14, 1888. 231

STAG HOTEL,  
QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL is CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.

GOOD ACCOMMODATION FOR VISITORS.

CHARGES MODERATE.

TIFFIN at 1 o'Clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM.

TIFFIN 50 CENTS. DINNER 75 CENTS.

WINE, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 607

Victoria Hotel,  
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Services of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious large DINING HALL. The HOTEL contains handsome and comfortable Reception, BILLIARD and SMOKING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

MASERS. DORABJEE & HING KEE, Proprietors.

Hongkong, September 16, 1888. 1612

W. POWELL & CO.

EX GLENFRUIN.

Ladies' Department.

NEW WHITE STRAW HATS.

NEW SUMMER BONNETS.

NEW FLOWERS AND FEATHERS.

NEW PARASOLS AND UMBRELLAS.

NEW BOOTS AND SHOES.

NEW COLOURED SUEDÉ GLOVES.

&c., &c., &c., &c., &c.

(TELEPHONE 21.)

VICTORIA EXCHANGE, February 18, 1888. 266

Furnishing Department.

HEAP CARPET SQUARES.

IRON BEDSTEADS, all sizes.

SPRING MATTRESSES, all sizes.

COLOURED TABLE-CLOTHS.

WHITE TABLE LINEN.

CHEAP BREAKFAST CRUETS.

&c., &c., &c., &c., &c.

SHAWL AND PICH HATS.

SILK UMBRELLAS, from \$5.

OVER 10 to choose from.

WALKING STICKS, a very large assortment.

WATERPROOF COATS, LEGGINGS AND CHAIR APRONS.

UNBREAKABLE FLANNEL SHIRTINGS.

WINTER, MEDIUM AND SUMMER COATINGS, light and heavy.

OVER COATINGS, Ulster Tweeds.

READY-MADE ULSTERS IN STOCK.

SONG LEATHER, PORTMAN TEAUS.

OVERLAND TRUNKS, GLADSTONE BAGS, and a variety of TRAVELLING CASES, all sizes.

SILK & HOSE, BLACK, NAVY and CLOTH.

LADY'S WOOL, MARINE and CLOTH.

LADY'S CLOTHES.

WHITE DRESS SHIRTS.

LADY'S & S. BOOTS and SHOES.

SHOD IN BOOTS, RUBBER BOOTS.

PATENT LEATHER BOOTS and SHOES.

DANCING POMPS, all sizes.

LARGE STOCK OF SCARFS, TIES, HANDBECKERS, BRACES.

SHAWL AND PICH HATS.

SILK UMBRELLAS, from \$5.

OVER 10 to choose from.

WALKING STICKS, a very large assortment.

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LADY'S WOOL, MARINE and CLOTH.

LADY'S CLOTHES.

WHITE DRESS SHIRTS.

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## Notices to Consignees.

STEAMSHIP NATAL  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex Steamships *Yorinaka* and *Tamise*, and from Bordeaux, ex Steamship *Empereur des Vergnes*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless information is received from the Consignees before 4 p.m. To-day (Thursday), the 1st Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Friday, the 9th Inst., at Noon, will be subject to rent, and landing charges at one cent per packet per day.

All Claims must be sent in to me on or before SATURDAY, the 10th Inst., as they will not be recognized.

No Fire Insurance has been effected.

G. de CHAMPEAUX,  
Agent.

Hongkong, March 1, 1888. 346

## To-day's Advertisements.

STEAM TO SHANGHAI.  
The P. & O. S. N. Co.'s  
Steamship *Decan*.

Will leave for the above place on THURSDAY, the 9th Instant, at Daylight.

E. L. WOODIN,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, March 6, 1888. 382

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.  
(Taking Cargo & Passengers at through rates  
for NINGPO, CHIEFOO, NEW,  
CHWANG, TIENSIN, HANKOW and  
Ports on the YANGTSE.)

The Co.'s Steamship  
*Tremachus*, will be  
despatched as above on  
THURSDAY, the 9th Instant, at Daylight.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, March 6, 1888. 336

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR QUEENSLAND PORTS, SYDNEY  
AND MELBOURNE.

The Co.'s Steamship  
*Taiyuan*, Commander  
A. VARDIN, will be  
despatched as above on  
THURSDAY, the 9th Instant, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, March 6, 1888. 340

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.  
(Taking Cargo & Passengers at through rates  
for CHIEFOO, TIENSIN, HANKOW  
and Ports on the YANGTSE.)

The Co.'s Steamship  
*Fukang*, Captain HOGA, will be  
despatched as above on  
FRIDAY, the 9th Instant, at Noon.

For Freight or Passage, apply to  
JARDINE, MATHEWS & CO.,  
General Managers.

Hongkong, March 6, 1888. 376

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR TIENSIN VIA SWATOW.  
The Co.'s Steamship  
*Peihli*, Capt. BRADLEY, will be  
despatched as above on  
FRIDAY, the 9th Instant, at Noon.

For Freight or Passage, apply to  
JARDINE, MATHEWS & CO.,  
General Managers.

Hongkong, March 6, 1888. 375

## FOR SHANGHAI.

The Steamship  
*Amoy*, Captain R. KOHLER, will be  
despatched for the above Port on FRIDAY, the 9th Instant, at 4 p.m.

For Freight or Passage, apply to  
SIEMSEN & CO.

Hongkong, March 6, 1888. 378

## FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAM-  
SHIP COMPANY, LIMITED.

The Company's Steamer  
*Drewong*, Captain P. H. LOFF, will be  
despatched for the above Ports on SATURDAY, the 10th Instant, at 8 a.m.

For Freight or Passage, apply to  
YUEN FAT HONG,  
Agents.

Hongkong, March 6, 1888. 381

FOR SINGAPORE AND TRANS-  
HUA.  
The Steamship  
*Haiphong*, Captain HARRE, will be  
despatched above on SATURDAY, the 10th Instant, at 4 p.m.

For Freight or Passage, apply to  
AH YON & CO.

Hongkong, March 6, 1888. 380

## To-day's Advertisements.

## TO BE LET.

TWO BIG ROOMS with Several Small  
Onc upon Gr. and Floor of No. 16,  
PRAE CENTRAL, suitable for OFFICES or  
GODOWNS.

Apply to

LAI HING & CO.,  
No. 165, Queen's Road Central,  
Hongkong, March 6, 1888. 374

THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.

THE Fifth Ordinary General MEETING  
of SHAREHOLDERS will be held  
at the Office of the Company, P. & C.,  
Central, on FRIDAY, the 23rd March,  
Three o'Clock in the Afternoon, for the  
purpose of receiving the Report of the  
General Managers, declaring a Dividend,  
and electing a Consulting Committee and  
Auditors.

The Transfer BOOKS of the Company  
will be CLOSED from 9th to 23rd Instant,  
both days inclusive.

RUSSELL & CO.,  
General Managers,

Hongkong, March 6, 1888. 379

## NOTICE TO CONSIGNEES.

S. S. DEEPDALE, FROM NEWCASTLE,  
MIDDLESBRO AND HAMBURG.

CONSIGNEES of Cargo are hereby re-  
quested to send in their Bills of Lading  
to the Undersigned for countersignature,  
and to take immediate delivery of their  
Goods from stevedores.

Cargo impeding the discharge of the  
Steamer will be at once landed and stored  
at Consignee's risk and expense, and no  
Fire Insurance will be effected.

All Claims against the Steamer must be  
presented to the Undersigned immediately  
or they will not be recognised.

ADAMSON, BELL & CO.,  
Agents.

Hongkong, March 6, 1888. 377

## SHIPPING.

ANNUAL LS.

March 5, 1888.—

Feijer, Danish steamer, 307, C. A. Lund,  
Haiphong March 2, and Hoihow 4, General  
ARNHOLD, KARIBERG & CO.

March 6.—

Tartar, German str., 1,678, T. Peter-  
son, Niigata March 1, Coal.—TAKASIMA  
COLLIERY.

Vitus, Russian corvette, 3,000, Captain  
Mataroff, Manila February 23.

Tremachus, British steamer, 1,421; Henry  
Jones, Liverpool and Singapore February  
29, 8.30 a.m., General.—BUTTERFIELD &  
SWIRE.

DEPARTED.

For Anchors, for Amoy, 200 Chinese.

For Soochow, for Hoihow, 12 Chinese.

For Diamante, for Amoy, 100 Chinese.

For Hoihow, for Swatow, 1 European  
deck; for Amoy, Messrs J. Moorhouse,  
W. H. Howard, and 1 European deck; for  
Foochow, Messrs J. W. Guineba and  
MacEwan.

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To DEPART.

For Anchors, for Amoy, 200 Chinese.

## LOCAL AND GENERAL.

PASSED SUZ CANAL.  
OUTWARD BOUND.—*Austin, Friars, January 3; Athlone, Uppington, 14; Glenfalloch, Olympia, Altonor, 17; Beaumaris, Ozias, Patroclus, 21; Glenegle, Jason, Nymphus, Poseidon, Utreus, Proponitis, 28.*

HOMEWARD BOUND.—*Albany, Jan. 3; Benicia, Feb. 3; Devonshire, 7; Lydia, 10; Monmouthshire, 14; Nochar, Sussex, 17; Glenartney, Ingraham, 21; Ching-kuo, Dumbartonshire, Elektra, Gloucester, Olym-*

*pus, 28.*

The D. R. steamship *Electra*, from Hamburg, left Singapore on the 29th Feb., and may be expected here on or about the 6th March.

The steamer *Port Phillip* left Singapore on the 1st March, and may be expected here on or about the 7th March.

The Navigazione Generale Italiana Co.'s steamer *Bisagno* left Singapore for this port on the 2nd March, and may be expected to arrive on or about the 8th March.

The Austro-Hungarian Lloyd's S. N. Co.'s steamship *Thalia*, from Trieste, left Singapore for this port on the 4th instant, and may be expected here on or about the 10th inst.

The O. S. S. Co.'s steamship *Stentor*, from Liverpool, left Singapore on the 5th inst., and may be expected here on or about the 11th inst.

The delivery of the English Mail was begun at 6.10 this evening.

Mrs. Sangster's next Organ Recital will be held in the Cathedral on Tuesday next, the 13th March, at 9 p.m.

We have been requested to state that the Garden parties at Head-Quarter House are discontinued till Thursday, 5th April.

The Rev. Bryant Wounscott, who arrived from Singapore by the last French mail, has begun his duties as acting Military Chaplain.

A CRICKET match will be played on Wednesday and Thursday between the Garrison and the 58th Regiment. Play will commence at 2 p.m. on Wednesday and at 11 a.m. on Thursday. The Band of the Regiment will be present on Thursday afternoon.

M. Constant has decided that, in consequence of the dearth of food and lodging in Tonkin, each employee whose salary does not exceed 6000 frs. a year will receive an indemnity of 500 frs. per year for lodgings and an indemnity of 1 fr. 20 per day in place of food.

THE BR. ship *Loch Eck*, with a cargo consisting of 2,400 tons steel rails for the Formosa railway, arrived at Kelung on March 2, after a passage of 150 days, the steamer took place of the first of two steel twin screw steamers, ordered from them by Messrs. Russell and Co. of China, for the Formosa Trading Corporation, for the mail and passenger service between the Island of Formosa, Shanghai, and Tientsin. The dimensions of the vessels are: Length, 250 feet, breadth, 34 feet, depth, 10 feet.

On the 31st January, at the shipbuilding yard of Messrs. R. and W. Hawthorn, Leslie, and Co., Limited, Newcastle, the launch took place of the first of two steel twin screw steamers, ordered from them by Messrs. Russell and Co. of China, for the Formosa Trading Corporation, for the mail and passenger service between the Island of Formosa, Shanghai, and Tientsin. The dimensions of the vessels are: Length, 250 feet, breadth, 34 feet, depth, 10 feet.

IN the Police Court to-day, before Mr. Woodehouse, a private in the 58th Regiment named Dawkes, was charged with indecently assaulting a European woman on the Kennedy Road yesterday afternoon. The complainant, who is a lady's maid, stated that she was walking on the Kennedy Road when accused, who seemed to have been more or less intoxicated, accosted her, threw her down on the road and violently assaulted her. A dog, which accompanied her, sprang on her assailant, but being muzzled was unable to render much assistance. The case was remanded till Friday.

M. Constant is still endeavouring to inspire confidence in the future of Tonkin. On his return to Haiphong he was entertained at a banquet, and in the course of a long speech said:—“Tonkin has contracted a debt towards the mother country. I am convinced that in a few years she will pay that debt. The mother country will have patience. And if one day she does abandon you, do not lose courage, she will soon come back to your rescue. She would not lower her flag before those who would be only too ready to pick it up in the dust of Tonkin. In coming here I made few promises. I was sorry I could not make more; but the promises I did make I will keep—I have already kept them. I said: ‘Ask concessions and I will grant them.’ I have granted all that have been asked, and my strongest desire is to grant more. Not enough are asked for. Tell that to those who complain bitterly that none are granted. To your Resident (of Haiphong) I said: ‘Here are 500,000 frs.; which I give to you. It is the mite of Indo-China; make a good use of it for the works needed by your city; use it for the urgent works. This is the mite of to-day. Work, and once the sum is spent Indo-China will allow the necessary complement to be added. The Bonal canal will be finished and must be put to good advantage. Iron bridges to cross it will be constructed. Contracts will be asked for shortly. . . . The coast requires to be lighted. Your port must be made accessible, so that ships will come without fear. This question has been much neglected, because it was not a grand thing to strike the imagination and secure celebrity. I shall be satisfied if I can be useful to navigators. This year a lighthouse will be established at Hon-dau, and another at Pedaran; and next year there will be one at Nordway. His Excellency then went on to explain that by the new contract signed with Messrs. Marti & d'Abbadie the river services of Tonkin would be doubled and three new lines created, while a yearly economy of 150,000 frs. would be realized.

A CORRESPONDENT in Peking writes:—The Oriental Society here has been engaged in considering the question of the Chinese population, and a very animated discussion took place on the subject. The Chinese, which came from the Board of Revenue, utterly broke down upon close analysis, and no amount of bolstering could account for the alarming discrepancies they presented. The Dulei Society is in full swing and has been a means of developing an unexpected amount of latent oratory among the younger class of sinologists. Altogether there has been a great deal of intellectual activity in the community this winter. The Seventh Prince is progressing towards recovery and all prospect of Prince King's return to office has disappeared for the present. We have had an unusually mild winter, and the result has been an unprecedented amount of sickness. Three members of the foreign community are down with fever, which is a rare complaint in Peking.

The San Francisco Correspondent of the N.C. Daily News says:—Another matter which may interest you is a movement to make the grant of a subsidy to the China steamers conditional upon their sailing to Shanghai instead of Hongkong. It is evident that the most progressive portion of China is the North, and that we shall be only anticipating events if we make Shanghai the objective point of our future intercourse with China instead of Hongkong. A very slight effort would induce Congress to adopt the idea, and to put a proviso into the subsidy bill making the change. The argument in its favour is that our intercourse with China had better be direct instead of roundabout through a British Colony. We do not suppose for a moment that any importance should be attached to the above. Accuracy of statement is not by any means the forte of Californian correspondents. We do not believe the American Companies, for any sentimental reasons such as those stated above, would be interested to learn that every pipe they lay in the street is ratable, but we have not rated them so far. My friend the director of the Telegraph Companies thought himself very hardly used because we rated a little block house on the shore. Why, such a house would not have escaped for a moment in the United Kingdom, and my friend would probably have been surprised to learn that every pipe he stretches overhead or lays underground is liable to be rated. We have not carried the principle so far, but when we hear it said that there will be a tax on everything, that there will be a tax on chairs next, and statements of that kind, people should remember that we are simply applying to this Colony the principles which have been followed for over three hundred years past at home, and that all these failures of rating were simply injurious to other persons. We were told we ought not to rate pipes. Perhaps not, when they were little jets twenty or thirty feet long, but having assumed their present proportion why should they escape? If there is anything unfair let me know what it is, but why should property of that kind worth tens of thousands of dollars escape? This Ordinance is intended to last, and I hope it will be discussed not in the light of anything that has happened to-day, but in view of a long course of years to come.

MR LISTER'S HOMILY.

The following are the concluding sentences of Mr Lister's speech, which we were obliged to briefly summarise last night. After advising the members of Council and the residents generally to forget all too trampling and pass an ordinance that would last for ten years, he said:—

I would simply urge, not only on members of this Council but on all property holders throughout the colony, that the desire to let my lot of godowns, or my row of houses, or my pine trees, or whatever it may be, escape, and get into a corner, and get off without paying any rate or a lesser rate than other people, is not altogether a worthy desire. I was very much misinformed in a remark I made on a previous occasion. When I said I desired to extend the basis of rating as widely as possible, I was understood as wanting to put a tax on windows, on poultry, on brackets, on lamps, and everything that could be taxed. That was not my meaning. I meant that I wanted to extend the existing rates to every sort of property to which they could be made applicable, so that there should not be large classes of property escape rating and others paying high rates. Having extended our basis it may be possible to reduce the percentage. I believe it is your Excellency's intention—one in which I entirely sympathise—to make a considerable reduction. The result of that will be that any property which may be brought in for the first time under this Ordinance would not suffer nearly so much as it would if the high rates were maintained, while the property already rated, some of which is in the hands of poor people, will be immensely relieved. The principle I then enunciated is a very proper one—to extend the basis of property rated as widely as possible and to get in every kind of property rated elsewhere. I would just mention that very incorrect ideas prevail on these subjects. Every question of rating has been fought out at home. I may say, centuries ago, every possible question which could arise. We do not suppose for a moment that any importance should be attached to the above. Accuracy of statement is not by any means the forte of Californian correspondents. We do not believe the American Companies, for any sentimental reasons such as those stated above, would be interested to learn that every pipe they lay in the street is ratable, but we have not rated them so far. My friend the director of the Telegraph Companies thought himself very hardly used because we rated a little block house on the shore. Why, such a house would not have escaped for a moment in the United Kingdom, and my friend would probably have been surprised to learn that every pipe he stretches overhead or lays underground is liable to be rated. We have not carried the principle so far, but when we hear it said that there will be a tax on everything, that there will be a tax on chairs next, and statements of that kind, people should remember that we are simply applying to this Colony the principles which have been followed for over three hundred years past at home, and that all these failures of rating were simply injurious to other persons. We were told we ought not to rate pipes. Perhaps not, when they were little jets twenty or thirty feet long, but having assumed their present proportion why should they escape? If there is anything unfair let me know what it is, but why should property of that kind worth tens of thousands of dollars escape? This Ordinance is intended to last, and I hope it will be discussed not in the light of anything that has happened to-day, but in view of a long course of years to come.

CHARITY CONCERT IN ST. ANDREW'S HALL.

The concert given in St. Andrew's Hall last night, in aid of the Alice Memorial Hospital and College of Medicine for

Chinse, was as successful perhaps as even the hearts of the promoters could desire, although certainly not more so than it deserved to be. The audience was larger than the hall could comfortably accommodate, the programme was carried through without the smallest hitch, and, notwithstanding that the entertainment lasted for three hours everybody stayed till the end. What more could be desired than to be trusted to speak to the man she likes. If he refuses to take her to his wife, ‘he shall not be master in the sum of one hundred pounds or less, as his estate may be, except it and always if he can make it appear that he is betrothed to another woman, then he shall be free.’ It was a hard time for bachelors.

A VERITABLE CASE OF ‘BROKEN HEART.’

The important function in the animal economy filled by the heart has always been recognised, and as its action is visible and palpable—sometimes unduly so—people of

whose education physiolog form no part

have handed down to us a variety of expressions embodying the idea that reason, memory, the emotions, &c., were all located

within this very useful organ. One of these expressions is that of a ‘broken heart’—the result of grief or shock. How such an expression could have come in general use is rather a puzzle. A broken (ruptured) heart would necessarily entail a very speedy demie, and joyful tidings would be much more likely to effect such an occurrence by acceleration and increasing the blood pressure. It must be taken, we suppose, to mean a ‘broken spirit’—the collapse of the body consequent on extreme depression of the mind. Now and again, however, we meet with a veritable case of ‘broken heart,’ though not associated with any particular mental condition. Such a one presented itself a short time since at a working-house in Liverpool. At the post-mortem examination of a woman, aged sixty, the heart was found to be the seat of a veritable rupture, extending from the apex upwards, due simply and purely to natural causes in the sense that no violence had contributed to the catastrophe. This occurrence is sufficiently rare to render the ‘specimen’ a one worth preserving.—*Medical Press.*

A TOWN DESTROYED BY A MONKEY.—A

circumstance probably without a parallel even in the history of the United States is just reported in ‘advice received from Ashland, Wisconsin Territory—namely,

the destruction of the town of Wakefield by fire through the mischievous act of a monkey. The animal was kept in the Vandusen Theatre, and had the freedom of the place. During the evening of the 25th ult. the animal got to some kerosene, covering itself with the oil. It next set fire to itself with a lamp which was burning in the room, and then appeared at the window of the theatre, its antics whilst there amusing the people. Presently the building was in flames, and the monkey, running about in its frenzy, set fire to other places. The buildings were of wood, and the conflagration spread from place to place until the whole town was in ruins. Gangs of roughs during the progress of the fire looted the stores, and in most instances the flames had scarcely reached the places before the robbers commenced sacking the premises. The owners tried to protect their stores, and in the encounters many pistol-shots were exchanged. The owner of the theatre was a man named O'Brien, and between him and a storekeeper named Lewis, whose premises were destroyed, an alteration took place, Lewis blaming O'Brien for allowing the monkey to be in the theatre. O'Brien, becoming enraged, shot Lewis twice with a revolver, wounding him mortally. The damage to property is said to be about 75,000 dollars, only about 2,000 dollars of it being covered by insurance.

THE SMALLNESS of the hall placed the full band at considerable disadvantage and their playing was in some instances uncomfortable, but the spirit and precision with which they performed more than atoned for this almost inevitable drawback. The string band were more favourably circumstanced and their playing was all the more enjoyable. Considering that they had not the resources of a large orchestra to draw upon, and were consequently unable to produce that fullness of effect for which those resources are necessary, they gave a very creditable account of themselves indeed. They played remarkably well together, and made an excellent impression—indeed, the chief of which was in an evening of instruction to the ‘Wedding March’ did the brasses show their customary and indomitable tendency to play out of tune and spite the wood winds and strings. Mr. Neidrich, who conducted, is to be congratulated on the success with which he handled the baton. The solo-songs by the Glee Club were a delightful feature of the entertainment, and the variety of effect produced by the half dozen male voices was surprising. The most popular of their efforts was the ‘Schubert-Schubert’ number, which was received with enthusiastic applause.

Of the instrumental soloists there is nothing but unqualified praise to be spoken. Mr. von Wille, as a master of course, gave a delightful interpretation of Dussek's reverie, marked by his usual purity of tone and delicate shading; but Mr. Lamert, we think, quite surprised himself in his piano solos. Mr. Boecker's clarion solo, a very ‘Schnick-schack’ number, which was received with enthusiastic applause.

In the personnel of the vocalists a change had been made since the programme was first printed. Mr. Hirst, who was to have sung the Count's aria from ‘Le Nozze di Figaro,’ was unable to appear owing to indisposition, and his place was taken by Mr. E. W. Maitland, who scored a decided success with his taste and skill.

Mr. Maitland's singing was

exceedingly well, and was warmly ap-

plauded.

It would perhaps have appeared in-

credible to most people that an audience with

a programme containing fourteen numbers,

instrumental and vocal, before them should insist on encores; but such was the fact.

Encores were sung by Miss Stophan, Mr.

Maitland and the Glee Club, the demand in

the case of Miss Stophan especially being

so pressing that it was hardly possible not to respond.

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&lt;p

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## Mails.

## Insurances.

## Merchant Vessels in Hongkong Harbour.

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Fookong	Brit. str.	Shanghai
Fusun	Chi. str.	Shanghai
Pochili	Brit. str.	
Thysa	Ger. str.	

AMORY.  
In port on February 27, 1888.

## MERCHANT STEAMERS.

Ping Ching British

Yehsin Chinese

## MERCHANT SAILING VESSELS.

Claro Bonyan Brit. bqe.

Daniel Ger. bqe.

Direct Barrow Ger. sch.

Hak Lee Dan. bqe.

## FOOCHOW.

In port on February 11, 1888.

## MERCHANT SAILERS.

Glorious British

## MERCHANT SAILING VESSELS.

Anglo-India Brit. bqe.

Gr. H. Wappans Brit. bqe.

## SHANGHAI.

In port on February 27, 1888.

## MERCHANT STEAMERS.

Alwine Sey German

Amy British Hongkong

Chungkhang British

Clyde British

Dioned British

El Dorado British Chefoo, &amp;c.

Fungshun Chinese

Glances British

Hao-chang Chinese Swatow

Hsi-an Chinese Tientsin

Hsi-ting Chinese Hankow, &amp;c.

Iago German

Kiang-kiao Chinese Hankow, &amp;c.

Kiang-pian Chinese

Kiang-yung Chinese

Kiang-yu Chinese

Kowshing British

Nanzing British

Ningpo British

Pekin British

Pao Hua British Hongkong

Poohi Chinese

Sagardon French

Shanghai British

Stora Nordiske Danish

Susi British

Taku British Hankow, &amp;c.

Tungchow British

Yuen Wo British

## MERCHANT SAILING VESSELS.

Alex. Yesta Brit. sch.

Altair Brit. bqe.

Eclips Amer. sch.

Hilda Brit. sch.

Mary Stewart Brit. bqe.

Perle Brit. bqe.

Squid Span. sch.

## NAGASAKI.

In port on February 22, 1888.

Kozaki Maru Japan tre.

Polar Star Rus. sch.

## HIOGO.

In port on February 21, 1888.

St. James Amer. bqe.

W. W. Crapo Amer. bqe.

## YOKOHAMA.

In port on February 18, 1888.

Arctic Amer. sch.

Diana Amer. sch.

Fearless Ger. cut.

G. Demville Brit. sch.

Loch Broom Brit. sch.

Nemo Brit. sch.

Rose Br. Sun. sch.

## MANILA.

In port on February 24, 1888.

Altona Ger. sch.

Austriana Brit. sch. New York

Drumeltan Brit. sch.

Ed. May Amer. bqe.

E. Marie Nor. bqe.

Elizabeth Ger. bqe.

Enrique Span. bqe.

F. B. Taylor Brit. sch.

Hedvig Brit. bqe.

Hert Brit. sch.

L. Linne Brit. sch.

Mary A. Troop Brit. bqe.

Mary L. Stone Amer. sch.

McLaurin Amer. sch.

M. Filoli Brit. sch.

Nagpore Brit. sch.

Nomad Amer. bqe.

Obed Baxter Amer. bqe.

## HAIPHONG.

In Port on February 20, 1888.

Danube British

Frej Danish

Haiphong French

Triumph German

## BANGKOK.

In port on February 15, 1888.

Aurora Brit. bqe.

Charon Watiam Siam. bqe.

Doreita Siam. sch.

Doria Swed. bqe.

Eagle Brit. bg.

Emilia Nor. bqe.

F. H. Drowe Gen. bqe.

Foonlow Siam. bqe.

Fortune Siam. bg.

Goliath Siam. sch.

Liza Ital. sch.

Maria Berg Ger. bqe.

Meridian Siam. bg.

Nicolino Ital. bqe.

Orione Italian. bqe.

Young Siam Siam. bqe.

## Printed and published by O. MURRAY

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mander, will be despatched for VAN-  
COUVER, B.C., and SAN FRANCISCO,  
via NAGASAKI, KOBE and YOKO-  
HAMA, on THURSDAY, the 15th March,  
at 3 p.m.To be followed by S.S. *ABYSSINIA*,  
in April.Connection will be made at Yokohama  
with Steamers from Shanghai and Japan  
Ports, and at Vancouver with Pacific Coast  
points, by the regular Steamers of the  
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Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese Customs, to be  
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destined to points in the United States,  
should be sent to the Company's Offices,  
addressed to Mr. D. E. BROWN, District  
Freight Agent, Vancouver, B.C.Freight will be received on board until  
4 p.m. on the 14th March.All Parcels must be sent to our Office  
and should be marked to address in full;  
and the same will be received by us until  
5 p.m. the day previous to sailing.For information as to Passage or Freight,  
apply toADAMSON, BELL & CO.,  
Agents.

Hongkong, February 27, 1888. 318

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STEAM BOAT.SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN ANDBLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE, BORDEAUX,  
DUNKIRK AND ANTWERP.O WEDNESDAY, the 7th March,  
1888, at Noon, the Company's S.S.  
*MACHAIS*, Commandant FIASCHI,  
and 500 Passengers, SPECIE,  
and CARGO, will leave this Port for the  
above places.Cargo and Specie will be registered for  
London as well as Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted until

Cargo will be received on board until  
4 p.m. on the 6th March, 1888. (Parcels are not to  
be sent on board; they must be left at  
the Agency's Office.)Contents and value of Packages are re-  
quired.For further particulars, apply at the  
Company's Office.G. de CHAMPEAUX,  
Agent.

Hongkong, February 23, 1888. 208

QUEEN FIRE INSURANCE COM-  
PANY.THE Undersigned, Agents for the above  
Company, are prepared to ACCEPT  
RISKS against FIRE at Current Rates.NORTON & CO.,  
Agents.

Hongkong, July 15, 1887. 1340

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.THE Undersigned, Agents for the above  
Company, are authorized to insure  
against FIRE at Current Rates.

GILMAN &amp; CO.

Hongkong, January 1, 1882. 14

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Hongkong, July 26, 1882. 498

NOTICE.

THE MAN ON INSURANCE COMPANY  
(LIMITED).